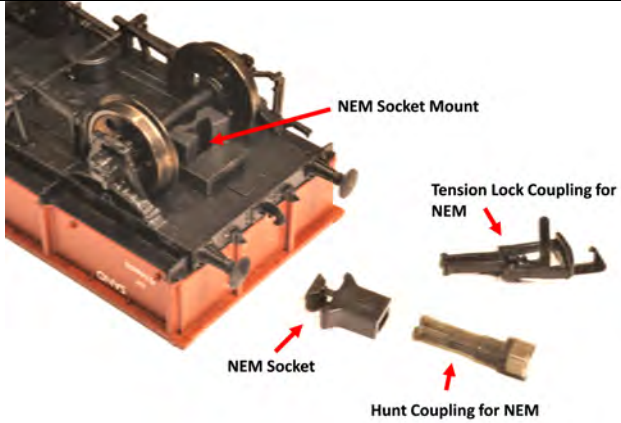
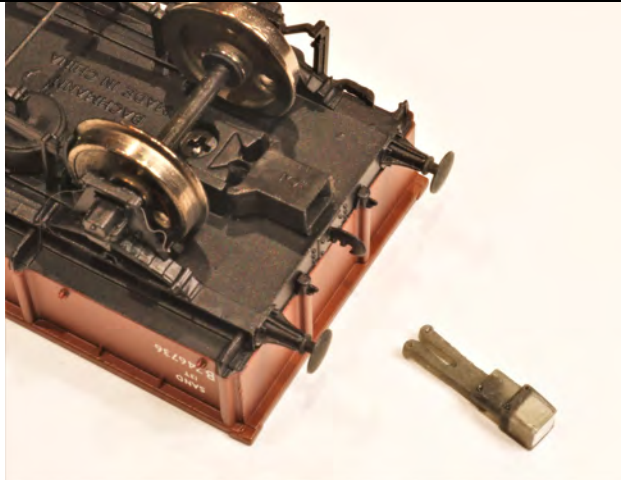
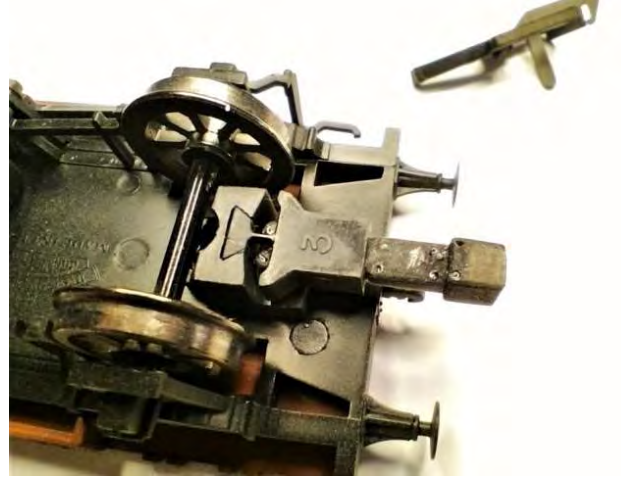








Hunt Couplings Fitting Guide

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Coupling Fitting – OO Gauge NEM Pocket Types		
1	Carefully pull the existing (e.g. tension lock) coupling out of the NEM pocket	
2	Select your preferred type of Hunt Coupling for NEM pocket, suitable for your model and your layout, if in doubt please contact West Hill Wagon Works for advice.	
3	Ensure the Hunt Coupling is the right way up, most Hunt Couplings also have a small character or symbol on the coupling top face to aid identification, please see the applicable Hunt Couplings GUIDE.	
4	<p>Carefully push the Hunt Coupling into the NEM pocket until it clicks into place.</p> <p>Note: with the very large variety of rolling stock available from many different manufacturers, there are often small differences in the tolerance of the size of NEM pockets; therefore on occasions you may find your Hunt Coupling is a slightly tight or loose fit into the NEM pocket. If this happens please read 5 and 6 below:</p>	
5	<p>If the Hunt Coupling is very tight, you should not force the coupling into the pocket; first check there is nothing between the tabs of the coupling, and gently rub the top and bottom surfaces of the coupling between finger and thumb.</p> <p>If it is still very tight then gently rub the bottom surface of the coupling bar with fine emery paper and try again.</p>	
6	<p>If the Hunt Coupling is loose in the NEM pocket then it can be secured with a very small dab of a suitable adhesive such as:-</p> <ul style="list-style-type: none"> - a hot melt glue - PVA glue - a latex type glue <p>Used sparingly, the above types of glue should allow the coupling to be carefully removed again.</p> <p>** DO NOT USE Superglue **</p>	

Coupling Fitting – OO Gauge Clip Type		
1	Carefully pull the existing coupling out of the Clip Socket.	
2	Carefully remove the clip socket cover plate.	
3	Select your preferred type of Clip-Type Hunt Coupling suitable for your model and your layout, if in doubt please contact West Hill Wagon Works for advice.	
4	Ensure the Hunt Coupling is the right way up, most Hunt Couplings also have a small character or symbol on the coupling top face to aid identification, please see the applicable Hunt Couplings GUIDE.	
5	Place the mounting hole end of the Clip type Hunt Coupling onto the stub on the mounting.	
6	Clip the mounting plate back into place to secure the coupling.	





Coupling Fitting – OO Gauge Screw Type Couplings		
1	Carefully remove the small securing screw holding the existing coupling.	
2	Select your preferred type of Screw-Type Hunt Coupling suitable for your model and your layout, if in doubt please contact West Hill Wagon Works for advice.	
3	Ensure the Hunt Coupling is the right way up, most Hunt Couplings also have a small character or symbol on the coupling top face to aid identification, please see the applicable Hunt Couplings GUIDE.	
4	Place the Screw-type Hunt Coupling onto the stubs on the mounting.	
5	Replace the small securing screw to attach the coupling in-place, do-not over-tighten.	





Coupling Fitting – OO Gauge Hornby Pullman Coaches	
1	Carefully pull the existing coupling out of its mounting socket.
2	Confirm you have the correct Pullman Clip-Type Hunt Coupling suitable for your model and your layout, if in doubt please contact West Hill Wagon Works for advice.
3	Ensure the Hunt Coupling is the right way up, most Hunt Couplings also have a small character or symbol on the coupling top face to aid identification, please see the applicable Hunt Couplings GUIDE.
4	Carefully push the Pullman Clip-Type Hunt Coupling into the mounting socket.
5	If necessary the small securing screw can be adjusted to ensure the new Hunt Coupling is secure.








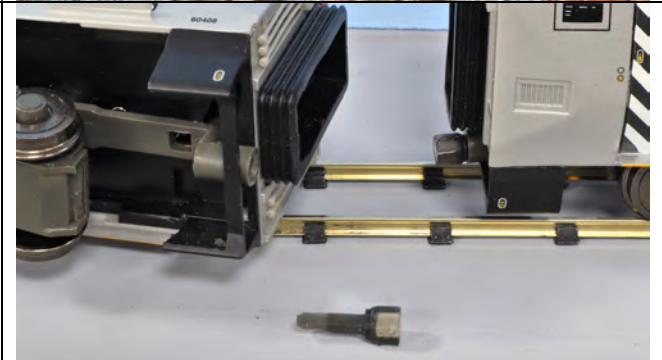
Coupling Fitting – OO Gauge Centre-set-shank type	
1	Carefully remove the small securing screw holding the existing coupling and withdraw the coupling through the headstock slot.
2	Confirm you have the correct type of Hunt Coupling suitable for your model and your layout, if in doubt please contact West Hill Wagon Works for advice.
3	Ensure the Hunt Coupling is shiny-side upwards, most Hunt Couplings also have a small character or symbol on the coupling top face to aid identification, please see the applicable Hunt Couplings GUIDE.
4	Place the mounting hole end of the Centre-set type Hunt Coupling onto the stub on the mounting.
5	Replace the small securing screw to attach the coupling in-place, do-not over-tighten.



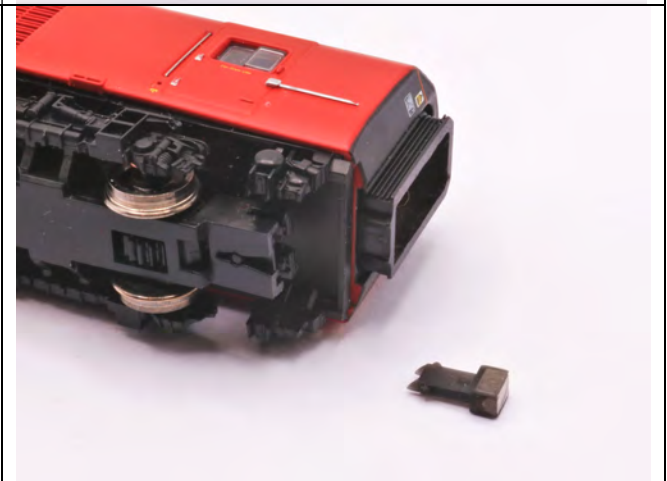




Coupling Fitting – OO Gauge Class 91 & Mk4 Original Tooling (non-NEM)		
1	<p>Undo the small screw that attaches each original underfloor end section housing the coupling, keep the screw safe.</p>	
2	<p>With reference to the pictures, the original coupling D must be removed from the bogie using a snips, a small razor-saw or knife (please take great care). The end of the bogie can be dressed with a small file if necessary.</p>	
3	<p>Clip the Hunt Coupling for Mk4 / Class 91 (original tooling) onto the round boss on the bogie ensuring the coupling is the right way up.</p>	
4	<p>Place the original underfloor end section onto the end of the bogie and secure with the original screw.</p>	


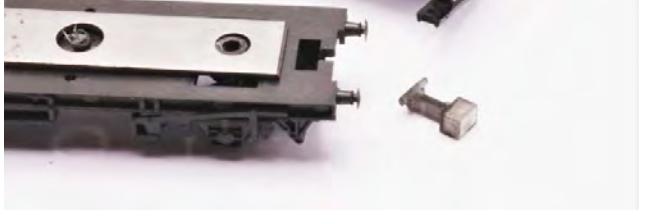


Coupling Fitting – OO Gauge Riveted Type for Hornby / Triang		
1	Using a pair of fine cutters gently crimp the bottom edge of the brass rivet.	
2	This should allow the rivet to be pushed upwards and out of the hole, releasing the original coupling and leaving a clean undamaged hole.	
3	Once the rivet is removed, ensure there are no burrs on the edge of the rivet hole. If necessary a 2.5mm drill bit can be carefully turned in the hole by hand to ensure it is clear.	
4	Align the spigot of the Hunt Coupling for Hornby/Triang Riveted Socket to the underside of the hole and push firmly into place ensuring the two spigots engage with the slots in the coupling	

Coupling Fitting – OO Gauge Hornby APT Class 370 incl. Development Coach		
1	<p>Carefully remove the original coupling securing screw, remove the coupling and retain the screw.</p>	
2	<p>Fit the Hunt Coupling for Hornby APT (reference- 4WH0300620) ensuring the coupling is the right way up. (see picture for reverence) and re-fit the securing screw (not too tight)</p> <p>Note the longest couplings in the pack are for the NDM (Motor Car).</p> <p>The medium length couplings are for the TBF Coach.</p>	
3	<p>The same process applies for the shortest couplings for fitting to the Development Coach Sc48204</p>	
4	<p>Note, these short couplings are to allow the operation of the Development Coach within the APT rake.</p> <p>If you wish to operate the Development Coach coupled to other rolling stock such as a Test Coach or Locomotive, please see the special coupling pack- 4WH0300621 or The special NEM socket adaptor reference- 4WH0300104</p>	


Coupling Fitting – OO Gauge Bachmann Voyager Class 220/221		
1	Remove the original coupling bar.	
2	Select the correct Hunt Couplings for Bachmann Voyager pack (reference- 4WH0300626)	
3	Carefully insert the coupling into each socket	


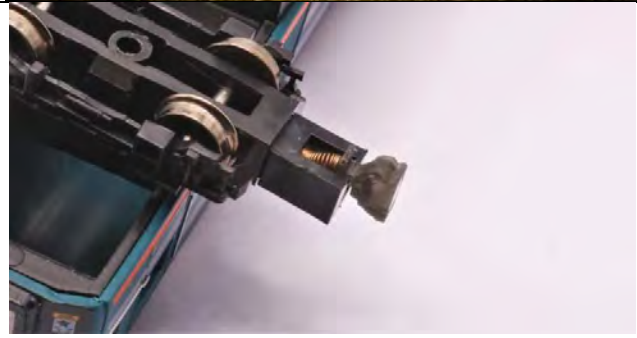
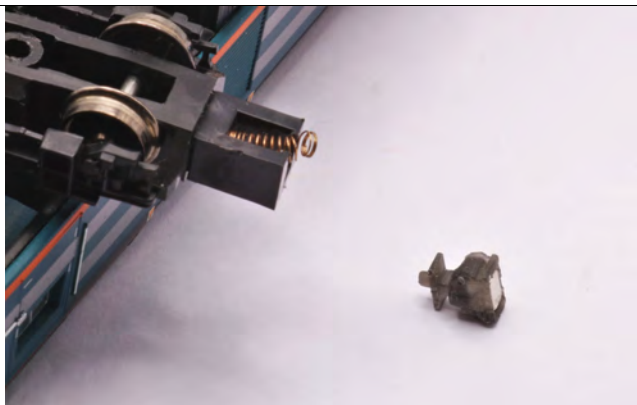
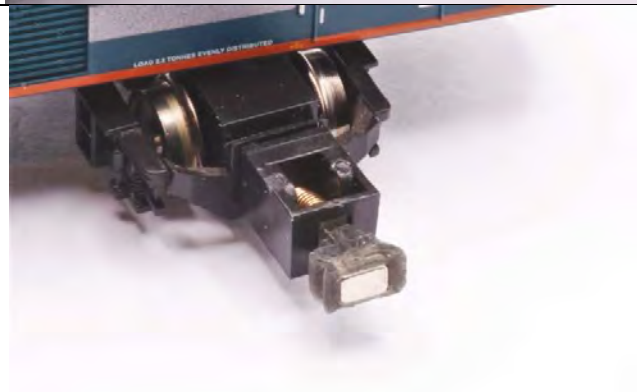
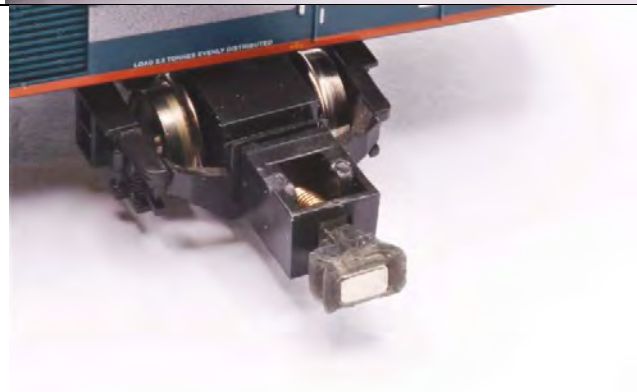
Coupling Fitting – N Gauge & OO9 Gauge NEM 355 Pocket Type Couplings		
1	Carefully pull-out the original coupling from the NEM socket	
3	Ensure the coupling is the right way up, Hunt Couplings have any type markings or buckeye representation detail on the top face.	
4	Click the Hunt Coupling for NEM sockets into the socket, do not force it.	


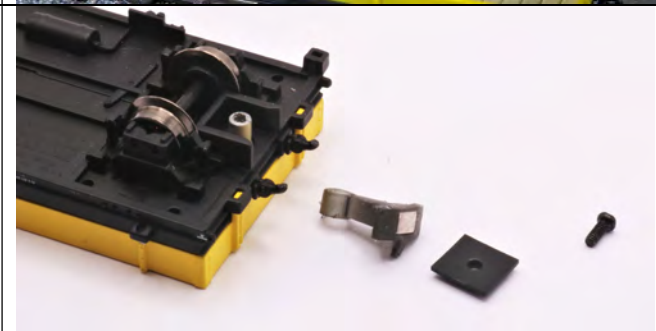
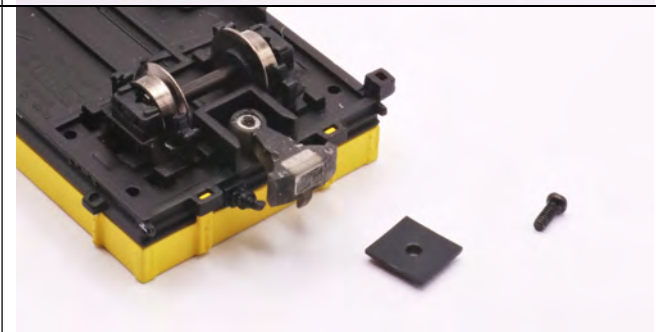
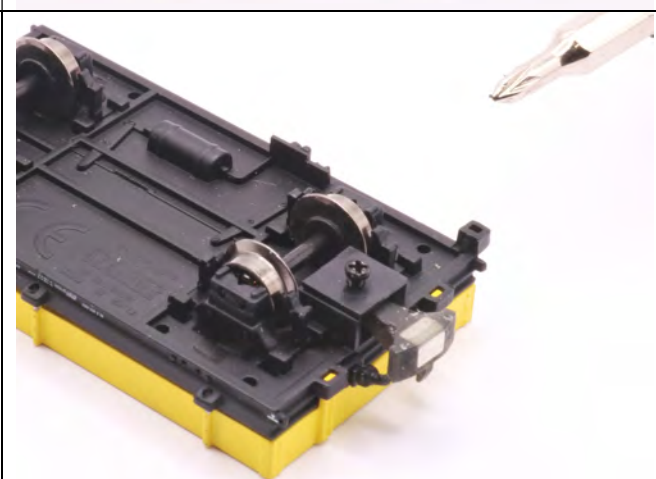
Coupling Fitting – N Gauge Graham Farish Voyager Class 220/221		
1	Remove each coupling bar from the sockets then carefully remove the screw holding each original coupling socket.	
2	Withdraw the coupling socket and retain the screw.	
3	Slide the Hunt Coupling for Graham Farish Voyager (reference- 2WH0300308) into place.	
4	Re-fit the securing screw (not too tight)	


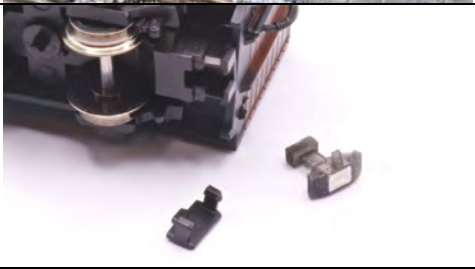


Coupling Fitting – N Gauge Peco Wagon Kit Type		
1	Carefully remove the wagon body to reveal the headstock coupling slot.	
2	As necessary lift out the original coupling.	
3	Slot in the Hunt Coupling ensuring the retaining lugs are uppermost	
4	Re-fit the wagon body.	

Coupling Fitting – N Gauge Dapol Megafret Wagons	
1	Carefully un-clip the intermediate coupling bar from each wagon underframe
2	Clip one Hunt coupling onto each wagon underframe ensuring the smooth face of the coupling is uppermost against the underframe surface
3	Fit the outer end of wagon couplings as per the NEM Pocket Type guide above



Coupling Fitting – N Gauge Spring Pocket Type, e.g as fitted Graham Farish locomotives, wagons, coaches and HST		
1	<p>The spring pocket type couplings are removed / inserted by gently compressing the coupling then rotating the coupling through 90 degrees and sliding out of the pocket downwards</p>	
2	<p>Great care needs to be taken not to lose the spring.</p> <p>There are a couple of tips that can help:-</p> <ul style="list-style-type: none"> • Work over a white bowl or tray. • Grip the spring pocket top and bottom gently between finger and thumb to help stop the spring from flying out. • Very gently turn the coupling through 90 degrees, do not force. • Withdraw the coupling slowly out of the pocket, gently moving away so the spring extends slowly. 	
3	<p>When re-fitting ensure the spring is located over the little pip at the back of the socket.</p> <p>Gently align the little pip on the back of the coupling with the spring.</p> <p>Ensure the coupling is aligned at 90 degrees.</p>	
4	<p>Slowly push the coupling into the spring and compress the spring until the tabs on the back of the coupling can slot up into the pocket.</p>	
5	<p>Slide the coupling up and when the spring is in-line, then rotate the coupling through 90 degrees so it is retained.</p> <p>Ensure the coupling is the right way up, Hunt Couplings have any type markings or buckeye representation detail on the top face.</p> <p>Check the spring / coupling operation.</p>	

Coupling Fitting – OO9 Gauge Lilliput Screw socket Type		
1	Using a fine cross-head screwdriver remove the pocket retaining screw. Take care not to lose the screw, it's small.	
2	Lift away the pocket retaining plate.	
3	Lift the original coupling off the mounting boss.	
4	Fit the Hunt Coupling for Liliput Screw socket onto the boss, ensuring the coupling is the right way up.	
5	Re-fit the retaining plate and fit the screw.	

Coupling Fitting – OO9 Roco/Graham Farish Box Socket Type		
1	Carefully un-clip the box socket cover plate.	
2	Lift the original coupling out of the box socket.	
3	Slot the Hunt Coupling OO9 for Box Socket into the socket ensuring the coupling is the right way up.	
4	Clip the box socket cover back into place.	

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